

COLONIAL REPORTS

Falkland Islands 1950 and 1951

LONDON: HER MAJESTY'S STATIONERY OFFICE
1952

PRICE 2s. 6d. NET

REPORT ON THE FALKLAND ISLANDS

and DEPENDENCIES

1950 and 1951

Errata

Dependencies Trade, pages 34 and 35

Firm figures are now available for exports in 1951. Please delete figures in the 1951 column of the following tables : Total Exports, Re-exports (by value and quantity), Total Exports to principal destinations by percentages and by value, and insert the following :

				<i>Total Exports</i>	<i>Re-Exports</i>	
				£	£	Barrels
Whale Oil	—	—	—	2,497,536	74,790	4,986
Whale Meat Meal	—	—	—	234,288		
Other Articles	—	—	—	163,166	150,771	
Guano	—	—	—	—		
Seal Oil	—	—	—	186,915		
Whale Bone	—	—	—	—		
Concentrated Protein	—	—	—	19,535		
				<hr/>		
Total Exports	—	—	—	3,101,440	<hr/>	
Total Re-exports	—	—	—		225,561	

						<i>Total Exports</i>
<i>Principal Destinations :</i>				<i>By Value</i>		<i>By Percentage</i>
				£		
United Kingdom	—	—	—	2,875,896		92.73
Argentina	—	—	—	1,858		} 0.27
Denmark	—	—	—	—		
Norway	—	—	—	407		
Uruguay	—	—	—	6,145		
High Seas	—	—	—	217,134		7.00

On page 36, lines 3 and 4, the average price per ton of whale oil was £79 in 1950 and £113 in 1951.

COLONIAL OFFICE

REPORT ON

The

FALKLAND ISLANDS

and Dependencies

FOR THE YEARS

1950 & 1951

Contents

REVIEW OF 1950 AND 1951 . . .	3
-------------------------------	---

(A) *THE COLONY*

PART 1	CHAPTER 1	Population	6
	CHAPTER 2	Occupations, Wages and Labour Organisation	6
	CHAPTER 3	Public Finance and Taxation	8
	CHAPTER 4	Banking and Currency	10
	CHAPTER 5	Commerce	10
	CHAPTER 6	Production	14
	CHAPTER 7	Social Services	15
	CHAPTER 8	Legislation	18
	CHAPTER 9	Justice, Police and Prisons	18
	CHAPTER 10	Public Utilities	19
	CHAPTER 11	Communications	19

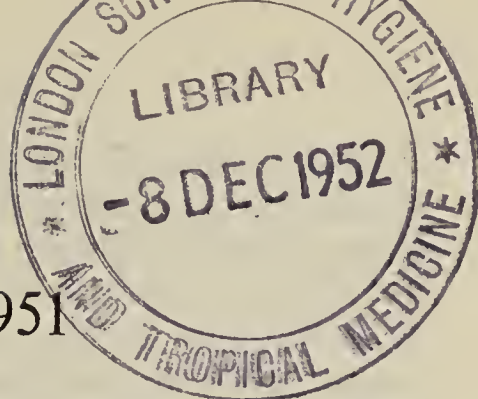
(Contents continued overleaf)

PART II	CHAPTER 1	Geography and Climate	. . .	21
	CHAPTER 2	Flora and Fauna	. . .	22
	CHAPTER 3	History	. . .	23
	CHAPTER 4	Administration	. . .	29
	CHAPTER 5	Weights and Measures	. . .	29
	CHAPTER 6	Newspapers and Periodicals	. . .	29
	CHAPTER 7	Reading List	. . .	29

(B) THE DEPENDENCIES

PART I	CHAPTER 1	Population	. . .	31
	CHAPTER 2	Occupations, Wages and Labour Organisation	. . .	31
	CHAPTER 3	Public Finance and Taxation	. . .	32
	CHAPTER 4	Banking and Currency	. . .	32
	CHAPTER 5	Commerce	. . .	32
	CHAPTER 6	Production	. . .	35
	CHAPTER 7	Social Services	. . .	37
	CHAPTER 8	Justice, Police and Prisons	. . .	37
	CHAPTER 9	Public Utilities	. . .	37
	CHAPTER 10	Communications and Transport	. . .	38
	CHAPTER 11	Falkland Islands Dependencies Survey	. . .	39
PART II	CHAPTER 1	Geography	. . .	42
	CHAPTER 2	Flora and Fauna	. . .	43
	CHAPTER 3	History	. . .	43
	CHAPTER 4	Administration	. . .	44
	CHAPTER 5	Weights and Measures	. . .	44
	CHAPTER 6	Reading List	. . .	45
APPENDIX			. . .	47
MAPS			. . .	<i>At end</i>

Review of 1950 and 1951



THE two years under review have witnessed increasing prosperity for the Colony and its Dependencies and a period of considerable activity towards the improvement of their amenities. The revenue of the Colony has benefited by the undreamed of heights to which the price of wool has risen, the maximum being reached in April, 1951 ; and that of the Dependencies by the high prices given for whale and seal oils.

On 15th December, 1951, an amendment to the Constitution was announced whereby the number of nominated official members of the Legislative Council was reduced from three to two giving, for the first time, a majority to the unofficial members of the Council. The Governor is granted reserved powers of legislation. The re-constituted Legislative Council, when it meets in 1952, will comprise the three senior officials of the Administration, namely the Colonial Secretary, the Senior Medical Officer and the Agricultural Officer, who hold their seats by virtue of office ; four elected members, two representing Stanley and one each the East and West Falklands ; two nominated official members and two nominated unofficial members.

The new Town Hall, which replaces the building destroyed by fire in 1944, was opened on 24th May, 1950, and the Power Station on 27th January, 1951.

The new wing of the King Edward VII Memorial Hospital, to be named after Mr. Churchill, is progressing satisfactorily, and the foundations of the new Infant School have been laid. In 1951 the Public Works Department completed a hangar for the float-planes.

The Falkland Islands Government Air Service has become an accepted and valuable asset of the Colony. During the past two years regular flights have been made by Norseman and Auster to all parts of the islands and most Settlements have provided buoys for the mooring of the aircraft.

The Air Service is now controlled by the Communications Department which came into being on 1st June, 1951. This Department has also taken over from the Public Works Department the Harbour-master's duties and the operation of the Government vessel *Philomel*. As a result of closer administration there has been a fourfold increase in the earnings of the vessel.

At Fox Bay East on the West Falkland the owners, Packe Bros., Ltd., with assistance from Government, have recently extended the length of the jetty in order to enable the s.s. *Fitzroy* to come alongside at all tides.

An arrangement has been made with the Dorset County Council for the voluntary secondment of teachers from that Authority ; and

its Education Committee has agreed to take a maximum of two scholarship children each year into its boarding grammar schools. These scholarships are confined to children of Falkland Islands parents.

During 1951 the Falkland Islands Company, Limited, celebrated its Centenary. It announced its intention of providing sports and social clubs in Stanley and the Camp (the countryside other than Stanley), made numerous gifts to employees and pensioners, and a generous offer, which has been accepted, to build a boarding school at Darwin to help the Government in its efforts to improve Camp education.

The same Company, which owns the s.s. *Fitzroy*, has during the past two years chartered three Dutch vessels in order to facilitate the export of the wool clip and the import of goods for the Colony, and in particular, the Colonial Development Corporation's freezer which is being built at Ajax Bay.

Shortage of labour has retarded progress on the construction of the freezer which¹ is not now expected to operate until 1953. At Albemarle, the South Atlantic Sealing Company, sponsored by the Colonial Development Corporation, commenced operations in June, 1950, but experienced repeated difficulties with the plant, while 1951 proved to be a poor season for seals which normally haul out on to the beaches in considerable numbers.*

During 1951, the wireless station was enlarged to accommodate six radio transmitters, and six new aerial masts were erected. Four of these are being used to carry a rhombic antenna for transmission to the United Kingdom and Norway. Automatic receiving equipment will be installed on completion of structural alterations in the station.

Discussions concerning the inauguration of an old age pension scheme have taken place during the past two years and Government has prepared legislation for submission to the Legislative Council early in 1952.

In November, 1951, new conditions of pay and service were announced for local nurses. For suitable girls they allow of steady promotion from probationer to senior staff nurse at the end of six years, and for those showing exceptional aptitude arrangements will be made during their fourth year for training at an English teaching hospital.

In November, 1950, a small Naval Hydrographic Unit arrived in Stanley for work in the Colony and the Dependencies. By the end of 1951 a survey of San Carlos waters had been completed and the survey of the north Falkland Sound was well advanced. A re-check of Port Albemarle and its approaches was also commenced. In the Dependencies running surveys of the Bransfield Strait and the South Orkneys were put in hand and the Survey Unit has also taken the opportunity, while embarked in the S.V. *John Biscoe*, of improving existing charts.

In the Dependencies the Government has restored two lights at

*The Corporation decided in September, 1952, to suspend sealing operations.

Deception Island and arranged for early installation of radio beacons on Jason and Welcome Islands in South Georgia. The valuable scientific and exploratory work of the Falkland Islands Dependencies Survey has continued and forms a separate chapter of this Report.

The meteorologists have continued their observations and a beginning was made, late in the 1949-50 whaling season, in providing (from South Georgia) forecasts for the whaling fleets. During the following season regular forecasts were issued and these were continued, on a limited basis, throughout the winter for the benefit of the shore stations engaged on ship repairs. In October, 1951, this service was improved to provide regular forecasts for the area 40° to 10° west, and between 50° south and the ice-edge (including the South Georgia area) ; and these were supplemented with others from Stanley, which extended the area covered westwards to Cape Horn, and the northern coasts of Grahamland. Special forecasts for ships entering and leaving these waters were also supplied as required.

The geologists of the Falkland Islands Dependencies Survey have examined further areas of rock and the biologists have made a study of the life-history and status of the elephant seal (*Mirounga leonina*) which was begun in the South Orkneys four years ago and continued at South Georgia in 1951. The ornithologists have carried out a very detailed study of penguin colonies and the life-histories of the birds and some 700 birds of various species have been ringed. Three of these, Giant Petrels (*Macronectes giganteus*), have recently been recovered in New Zealand.

During 1950 the Compania Argentina de Pesca lost the 5,732-ton vessel *Ernesto Tornquist*, Clyde-built 53 years before, which in the early hours of 15th October ran aground and became a total wreck. The crew and passengers, totalling 260 persons, managed to get ashore in the ship's lifeboats and when the gale had subsided were taken to Grytviken by whale catchers. The following year, on 11th November, the same Company lost the seal-catcher *Don Samuel* off Cape Nunez. The crew of 16 were saved.

Since physical, climatic and economic conditions are so different in the Colony from those in the Dependencies, this report is divided into two sections.

(A) *THE COLONY*

PART I

Chapter 1 : Population

THE population is entirely white and has been derived to a large extent from the United Kingdom, though there are many Scandinavian strains. On 31st December, 1951, it numbered 2,280 (2,231)—1,273 (1,227) males and 1,007 (1,004) females. The density of the population is about one person to every two square miles. About half the inhabitants live in Port Stanley, the capital, while the remainder are divided, more or less equally, between the East and West Falklands. The number of births registered in 1951 was 45 (35) and deaths 27 (26). Twenty-five (23) marriages took place during the year. One death occurred among infants under two years of age, there had been none the previous year. Two hundred and sixty-six (155) persons arrived in the Colony and 235 (200) left.

Figures for 1950 are in brackets.

Chapter 2 : Occupations, Wages, and Labour Organisation

OCCUPATIONS

The principal industry, sheep-farming, employs between 400 and 500 men. Labour in Stanley is mainly at the disposal of the Government and the Falkland Islands Company, Limited—the former employed an average of 65 men on hourly wages during the year. A number of men, many of them expatriate, are employed in the construction of the Colonial Development Corporation's freezer at Ajax Bay, and a number have been engaged in sealing and processing the oil.

WAGES

In Stanley unskilled labourers, during 1950 and 1951, were paid at the rate of 1s. 4d. per hour, plus a cost-of-living bonus which by the end of 1951 was 7d. per hour. Skilled labourers and artisans received 1s. 7d. and 1s. 9d. respectively, with a cost-of-living bonus. The hours of work were 45 per week. With effect from 1st January, 1952, 4d. of the cost-of-living bonus is to be merged into the basic wage.

On 1st October, 1951, the Sheep Owners' Association and the Falkland Islands Labour Federation announced new rates of pay for

the Camp, where remuneration is on a monthly basis. General labourers, termed "navvies," nor receive £11 per month on the West Falkland and £10 10s. per month on the East Falkland, and shepherds £12 10s. and £12 respectively. Cost-of-living bonus, at present £5 13s. 9d. per month, is paid to both classes of workmen on both Islands. In addition they receive free quarters, fuel, meat, milk and, if they care to grow it, garden produce.

The Trade Unions and Trade Disputes (Amendment) Ordinance (No. 8 of 1950) was enacted in 1950.

COST OF LIVING

Mutton is the staple meat ; beef is little used except in winter, and the supply of fresh fish, fowls and pork is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Vegetables are not easily bought and the majority of householders grow their own.

There are three hotels and a few boarding houses in Stanley which offer varying degrees of comfort at terms ranging from 30s. to 70s. per week.

The rents of unfurnished houses for working people are from £3 per month. In the majority of cases Government provides houses for its overseas officials at a rent of 5 per cent of their salaries. Houses if not so obtained are very difficult to rent and relatively expensive to buy.

Prices have risen steadily in the past two years and the following prices of commodities in December, 1951, will give an idea of the cost of living :

Bread	.	.	.	.	10d. per 2-lb. loaf
Butter (imported)	.	.	.	.	3s. 6d. per lb.
Margarine	.	.	.	.	2s. 8d. per lb.
Coffee	.	.	.	.	6s. per lb.
Tea	.	.	.	.	6s. 3d. per lb.
Eggs	.	.	.	.	3s. a dozen
Flour	.	.	.	.	4d. per lb.
Meat : Beef	.	.	.	.	4½d. per lb.
Mutton	.	.	.	.	3d. per lb.
Pork	.	.	.	.	2s. 6d. per lb.
Ham	.	.	.	.	7s. 5d. per lb.
Bacon	.	.	.	2s. 10d. to 3s. 2d.	per lb.
Milk	.	.	.	.	5d per pint
Jam	.	.	.	2s. 4d. to 4s. 8d.	per 2-lb.
Sugar	.	.	.	.	1s. per lb.
Vegetables : Onions (imported)	.	.	.	.	4d. per lb.
Potatoes (imported)	.	.	.	.	4d. per lb.
Dried Fruit : Sultanas	.	.	.	.	1s. 10d. per lb.
Currants	.	.	.	.	1s. 9d. per lb.
Raisins	.	.	.	.	1s. 10d. per lb.
Quaker Oats	.	.	.	.	2s. 10d. per pkt.

Cereals	.	.	.	.	1s. to 1s. 7d. per pkt.
Cigarettes	.	.	.	.	7s. 2d. to 8s. 8d. per 100.
Tobacco	.	.	.	.	23s. 8d. to 24s. 6d. per lb.
Alcohol : Whisky	.	.	.	.	22s. 4d. to 25s. 3d. per bottle.
Brandy	.	.	.	.	19s. per bottle.
Gin	.	.	.	.	18s. 9d. to 19d. 8d. per bottle.
Beer	.	.	.	.	22s. to 32s. 7d. a dozen (2-qts.).
Paraffin	.	.	.	.	3s. 9d. a gallon.
Petrol	.	.	.	.	4s. 7d. a gallon.
Electricity	.	.	.	.	3d. per unit (plus a quarterly flat rate of £1).

An important item in the domestic economy is peat, the only fuel generally available which is sold by the cart-load. A lorry-load (three cart-loads) costs £1 8s. and a year's supply averages 15 to 40 loads according to the size of the house, the number of fires and the quality of the peat. The majority of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. Unfortunately, but obviously, these banks are moving further and further from Stanley as the years go by, and in the Camp some Settlements are having difficulty in obtaining a good supply.

Chapter 3 : Public Finance and Taxation

Until 1880 the Colony received a regular grant-in-aid from the Imperial Treasury and a special grant for a mail service until 1885, since when it has been self-supporting. Grants have, however, been received under the Colonial Development and Welfare Acts at page 47 and are tabulated in the Appendix.

The revenue of the Colony in 1950 from all sources was £218,754 against £169,811 in 1949, and from ordinary sources £179,322 against £166,838. Ordinary expenditure was £111,762, and extraordinary £92,280, compared with £112,436 and £51,476 in 1949. The year 1950 therefore showed a surplus of £14,712.

It is not possible to give the revenue and expenditure figures for 1951 as the financial year has been altered to run from 1st April to 31st March. The estimated income, which is for fifteen months, is £369,461 and expenditure £196,247.

Figures of revenue and expenditure for the five years up to 1950 are as follows :

REVENUE

EXPENDITURE

	<i>Ordinary</i>	<i>Total</i>	<i>Ordinary</i>	<i>Total</i>
	£	£	£	£
1946 . .	198,601	198,879	219,854	222,164
1947 . .	103,463	103,788	115,620	124,289
1948 . .	128,617	148,934	121,842	162,694
1949 . .	166,838	169,811	112,436	163,912
1950 . .	179,322	218,754	111,762	204,042

There is no public debt. The excess of assets over liabilities shown in Capital Account (Land Sales Fund) on 31st December, 1950, was £277,106. On the same date the Reserve Fund amounted to £10,148.

As from 1st April, 1948, the accounts of the Dependencies were completely separated from those of the Colony.

The principal heads of taxation are customs, including import and export duties, and income tax.

Duties during 1951 were payable at the following rates :

Import :

Wines : General, 6*s.* 6*d.* per gallon in bulk : Empire, 4*s.* 6*d.* per gallon in bulk.

General, 14*s.* 3*d.* per dozen quart bottles ; Empire, 9*s.* 9*d.* per dozen.

Spirits : 52*s.* per gallon, except Rum, 36*s.* per gallon.

Malt Liquors : 1*s.* per gallon in cask, 1*s.* per dozen pints.

Tobacco : 6*s.* per lb.

Cigarettes : 10*s.* per lb.

Matches : General, 10*s.* per gross boxes : British, 5*s.* per gross.

Export :

Wool : *Ad valorem* duty: 4½*d.* per lb. for 1951 clip (2*d.* per lb in 1950).

Tallow hides and skins : 2½ per cent of selling price.

Whale and seal oil : 6*d.* per barrel of 40 gallons for each £5 of the average market price per ton.

Other whale and seal products : 6*d.* per 100 lb.

Income Tax : Maximum rate 3*s.* 6*d.* in the £.

The revenue from these duties in 1950 and 1951 was :

	1950	1951 (12 months)
	£	£
For imports . . .	17,307	28,797
For exports . . .	38,922	103,700
Income Tax & Companies Tax . . .	50,670	135,000

Chapter 4 : Banking and Currency

There are no banks other than the Government Savings Bank which pays interest on deposits at $2\frac{1}{2}$ per cent per annum.

The sum on deposit on 31st December, 1950, was £651,897 and the number of accounts was 1,868, the average for each account being £349. This is equivalent to £292 per head of the population and compares with £97 ten years ago. The corresponding figures for 1951 are : on deposit £703,084, accounts 1,976, average per account £356 ; these include deposits in favour of a number of Provident Fund Accounts.

Remittances by any person or firm can be made through the Commissioner of Currency and the Crown Agents for the Colonies at a charge of one per cent. The Falkland Islands Company, Limited and the Estate Louis Williams, who act as bankers and financial agents for the farms, undertake a similar service.

The legal tender is British coinage and local £5, £1 and 10s. notes. The estimated value of coin in circulation on 31st December, 1950, was £6,500 and of notes £56,166. The corresponding figures for the same date in 1951 were £6,150 and £67,660.

Chapter 5 : Commerce

With the exception of meat and a limited amount of vegetables and fruit, practically the whole of the Colony's requirements in food-stuffs is imported.

The value of imports and exports for the past five years is as follows :

	I M P O R T S				
	1947 £	1948 £	1949 £	1950 £	1951 £
Food, drink and tobacco .	80,298	82,655	58,202	70,781	88,077
Raw materials	60,282	38,052	35,625	59,085	69,091
Mainly manu- factured goods	98,060	165,379	194,962	197,393	280,090
Miscellaneous	6,656	7,126	5,726	1,113	3,445
Bullion and Specie	—	—	—	—	—
Total Imports	<u>£245,296</u>	<u>£293,212</u>	<u>£294,515</u>	<u>£328,372</u>	<u>£440,703</u>

EXPORTS (INCLUDING RE-EXPORTS)

	1947	1948	1949	1950	1951
	£	£	£	£	£
Wool . . .	238,550	277,900	384,820	542,956	557,736
Hides & Skins	12,821	23,930	25,878	19,419	32,673
Tallow . . .	5,775	6,616	7,110	2,141	1,877
Livestock . .	—	—	2,000	1,201	880
Seal Oil . . .	900	—	—	—	21,444
Other Articles	7,050	12,938	914	3,310	347
Total Exports	<u>£265,096</u>	<u>£321,384</u>	<u>£420,722</u>	<u>£569,027</u>	<u>£614,957</u>
Re-exports . .	7,020	12,835	8,286	3,240	7,006

Note : In the Annual Report for 1949 the export value of Hides and Skins was incorrectly given as £63,878, and as a result the total value of exports was £38,000 too high.

SOURCES OF IMPORTS (PERCENTAGE)

	1947	1948	1949	1950	1951
British Commonwealth .	51.35	74.19	79.60	81.19	85.28
Foreign Countries .	48.65	25.81	20.40	18.81	14.72

PRINCIPAL SUPPLYING COUNTRIES

	1947	1948	1949	1950	1951
	£	£	£	£	£
United Kingdom .	122,324	200,200	212,213	251,362	360,164
Other Parts of Commonwealth .	3,637	17,358	19,115	15,227	15,646
Argentina . . .	22,300	15,542	17,839	15,948	14,641
Brazil . . .	5,152	—	—	—	—
Chile . . .	15,392	—	—	8,394	8,617
Sweden . . .	14,831	26,545	16,212	3,819	3,316
Uruguay . . .	56,711	24,226	15,950	17,510	16,349
U.S.A. . .	4,020	8,093	4,617	1,615	1,538
Finland . . .	—	—	—	12,033	9,787

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1950

<i>Item</i>	<i>Value £</i>	<i>Quantity</i>	<i>Principal Supplying Countries</i>
Groceries and Provisions	42,692	—	U.K. £25,023, Uruguay £2,068, Argentine £10,787
Hardware	101,048	—	U.K. £99,162, Uruguay £648, U.S.A. £576
Drapery	9,530	—	U.K. £9,530
Coal, coke and fuel oil	14,746	—	U.K. £2,797, Uruguay £11,351
Timber	28,053	—	Finland £12,033, Chile £7,581
Paint	7,319	857 cwt.	U.K. £6,774, Argentine £542
Chemicals	6,512	—	U.K. £5,826, Uruguay £686
Beer	3,538	9,047 gall.	U.K. £3,538
Spirits	4,306	5,627 gall.	U.K. £3,296, British West Indies £899
Tobacco	7,390	11,807 lb.	U.K. £7,350
Wines	2,236	2,389 gall.	U.K. £651, South Africa £616

12

PRINCIPAL EXPORTS, 1950

<i>Item</i>	<i>Value £</i>	<i>Quantity</i>	<i>Destinations</i>
Wool	542,956	4,343,673 lb.	United Kingdom
Tallow	2,141	765 cwt.	United Kingdom
Hides and Skins	19,419	4,043 cwt.	United Kingdom
Live Sheep	1,201	1,201 animals	Chile

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1951

<i>Item</i>	<i>Value £</i>	<i>Quantity</i>	<i>Principal Supplying Countries</i>
Provisions . . .	58,870	—	U.K. £35,266, Uruguay £738, Argentine £11,201
Hardware . . .	131,835	—	U.K. £122,116, Uruguay, £1,029, U.S.A. £1,538
Drapery . . .	11,933	—	U.K. £11,933
Coal, coke & fuel oil	15,988	—	U.K. £2,738, Uruguay £13,074
Timber . . .	34,404	—	U.K. £16,879, Sweden £2,230, Chile £5,500, Finland £9,787
Paint . . .	12,054	—	U.K. £11,750, Sweden £304
Chemicals . . .	8,764	—	U.K. £7,704, Uruguay £709
Beer . . .	4,380	10,390 gall.	U.K. £4,380
Spirits . . .	8,482	10,630 gall.	U.K. £8,482
Tobacco . . .	11,970	17,479 lb.	U.K. £11,939
Wines . . .	1,578	1,249 gall.	U.K. £482, South Africa £163, Portugal £340

PRINCIPAL EXPORTS, 1951

<i>Item</i>	<i>Value £</i>	<i>Quantity</i>	<i>Destinations</i>
Wool . . .	557,736	4,319,315 lb.	United Kingdom
Tallow . . .	1,877	670 cwt.	United Kingdom
Hides and Skins . . .	32,673	2,957 cwt.	United Kingdom
Live Sheep . . .	880	880 animals	Chile.

Chapter 6 : Production

The only known undeveloped sources are the extensive kelp (*Macrocystis*) beds, and the whales which are found in the Colony waters.

Sealing re-commenced in June, 1950, and by the end of the season, January, 1951, 150 tons of oil had been obtained. Unfortunately the 1951 season was a poor one and by the end of the year only 70 tons of oil had been obtained.

The pasture is the basis of the main industry, sheep-farming, which is primarily concerned with the production of wool, skins and tallow ; (the latter being a by-product) for export. There is also some export of hides.

Meat is used solely for local consumption, but the decision of the Colonial Development Corporation to establish a freezer in the Colony, which should be in operation by the 1953 killing season, will lead to the utilisation of surplus sheep for export and will provide an alternative industry for the Colony when wool prices decline or stimulate the production of cheaper synthetic substitutes.

With the exception of some 40,000 acres remaining to the Crown, all land is now freehold and the whole of it is divided into sheep farms varying in size from 3,600 acres to 400,000 acres and carrying from 1,700 to 80,000 sheep—approximately one sheep for every three acres. Crops of oaten hay are produced to a very limited extent, but with this exception there is no agriculture.

The average weight of wool exported annually in the last five years was 4,542,216 pounds. In 1950 it amounted to 4,343,673 pounds and in 1951 to 4,319,315 pounds.

Hides and skins to the value of £19,419 were exported in 1950 and £32,673 in 1951.

The wool crop in 1950 and 1951 was exported to the United Kingdom.

During 1950 two dogs and two bulls were imported from the United Kingdom ; 50 rams were imported from New Zealand and four from Argentina. Seven turkeys, one dog, two pigeons and five pigs were imported from Uruguay and nine rams, three horses, and two stallions from Chile. One thousand two hundred and one sheep were exported to Chile.

In 1951 one bull, two dogs and one stallion were imported from the United Kingdom and 45 rams from Chile. Eight hundred and eighty sheep were exported to Chile.

Chapter 7 : Social Services

EDUCATION

The Government is responsible for education throughout the Colony. It is compulsory in Stanley between the ages of 5 and 14, and voluntary classes enable study to be continued to the age of 16.

In Stanley there are two schools ; an infants' school and an all-range school. Boarding allowances, at present £2 per month, are granted to assist children from country districts to attend school in Stanley.

Camp children of 5 to 14, living within one mile of a Settlement School, and children of 7 to 14 living within two miles, must attend it. Shepherds are expected to board travelling teachers if their houses should lie on the teachers' "beats." In 1951 there were two full-time schools, three part-time schools and two travelling teachers on the East Falkland ; and two full-time schools, one part-time school and two travelling teachers on the West Falkland.

During 1951 the Government came to an arrangement with the Dorset County Council whereby an annual maximum of two scholarship children will be accepted in its boarding grammar schools. These children must be the sons and daughters of Falkland Island parents. An arrangement has also been concluded for the voluntary secondment of Dorset teachers to the Colony.

There are as yet no facilities in the Colony for higher or vocational education.

HEALTH

The climate is generally healthy. The consistency with which fine weather is marred by strong winds is rather trying, especially to people from the United Kingdom where the association of strong winds with sunshine is uncommon.

The quality of food in the Colony is good, but the variety poor. A supply of green vegetables depends entirely upon the activity of the householder who should be able to produce a nine-month supply, though many obtain green vegetables throughout the year. In many areas in the Camp the cultivation of vegetables, other than potatoes, is not undertaken. A limited supply of fresh fruit, which is generally expensive and seldom reaches the Camp in quantity, is imported from the Argentine and Uruguay ; but white and red currants, raspberries, gooseberries, strawberries and rhubarb grow well in sheltered gardens.

The staff of the Medical Department at the end of 1951 comprised one Senior Medical Officer, two Medical Officers (one being on the

West Falkland), a dentist, a matron and four nurses and a district nurse. The Falkland Islands Company has a doctor at Darwin.

The King Edward VII Memorial Hospital in Stanley has a capacity of 14 beds, an operating theatre, quarters for nurses and an out-patients' department. The new wing, to be named after Mr. Churchill, has been built with a grant made under the Colonial Development and Welfare Act and is nearing completion. Together with the present hospital it will provide a total of 32 beds, theatre, X-ray room, offices and a new dental surgery. The old wing of the hospital will be reserved for patients suffering from tuberculosis, the incidence of this disease being relatively high.

A medico-electric department is available for the treatment of muscular rheumatism and skin diseases.

During 1951, 133 (156) persons were admitted to hospital and 5,307 (3,808) cases were seen in the out-patients' department, 84 (171) operations were performed—25 (34) major and 59 (137) minor—and 9 (9) patients died in hospital. (Figures for 1950 are in brackets).

The out-patients' department runs a well-attended ante-and post-natal clinic—45 (35) babies were delivered with no maternal deaths in either year.

With the increasing activity of the Air Service the *Philomel* ceased in 1951 to be used primarily as an ambulance ship.

HOUSING

Houses are built mostly of timber, frequently with a metal outer covering, and usually have corrugated iron roofs. The last stone house was built, and that after an interval of many years, in 1924. All new houses are built on the issue of permits by the Board of Health and must conform to its sanitation and construction requirements. There is a shortage of housing in Stanley and the high cost of materials is the major factor in preventing its alleviation.

The Government maintains accommodation for most of its officials and two blocks of small houses which are rented to the poorer members of the community. These premises are liable to inspection and householders are required to keep them in a sanitary condition. The Board of Health has powers to condemn houses if they are unfit for habitation.

SOCIAL WELFARE AND AMENITIES

There are no orphanages or poor-law institutions and no provision for the mentally infirm. Poor relief is administered by the Stanley Town Council ; £895 was spent on this in 1950 and £865 in 1951.

Legislation exists for the payment of compensation to employees for injuries suffered in the course of their employment and a local society, the Stanley Benefit Club, provides payments to its members in the event of sickness or death. The Government is at present preparing legislation to provide old age pensions and it is hoped that it will be enacted early in 1952. The Falkland Islands Company and

some farms have arrangements for the pensioning of old or disabled employees.

There are four social clubs in Stanley : the Colony Club, the Falkland Club, the Working Men's Social Club and the Falkland Islands Defence Force Club. Membership of the last is confined to past and present members of the Force.

Rifle shooting is a most popular pastime in Stanley and the Defence Force Rifle Association has a range with firing-points up to 1,000 yards. Weather permitting, shoots are held every Sunday in the summer months and the Association holds an annual "Bisley" Meeting in Stanley. The Colony has been represented at Bisley in the inter-colonial competitions on several occasions. The Defence Force Drill Hall has a miniature rifle range open to members and their wives. In 1950 the Miniature Rifle Club was second in the Colonial Small-Bore Competition.

The Drill Hall is also used by members for badminton and table-tennis.

In June, 1950, a Badminton Club was re-formed in Stanley which holds weekly meetings for both senior and junior members throughout the year. Both this and the Folk Dancing Club, which was revived in March, 1951, have proved immensely popular.

The 1st Falkland Islands Company of the Boys' Brigade founded in 1944, flourishes as does the Team of Life-Boys, founded in 1949.

The Stanley Sports Association holds an annual meeting in December of each year for horse-racing, athletic and gymkhana events. The racecourse, 900 yards long, lying to the West of Stanley, can also be used as a landing ground. Annually, at the close of sheep-shearing, race meetings are held at Darwin on the East Falkland and at one or other of the farms on the West Falkland.

The Working Men's Club holds sports annually for Stanley children and organises various parties for them.

Physical training, football and net-ball form part of the school curriculum in Stanley and in the winter of 1951 a Physical Training and Boxing Club was formed in the town ; it later staged a successful exhibition.

In the Camp there is little opportunity for any of these activities, although dancing is as popular there as in Stanley. The members of the Shooting and Fishing Club, which was formed in October, 1950, visit various Settlements during the outings and have been able, on occasions to charter the Government vessel *Philomel* for this purpose.

To collect information on local flora and fauna a Natural History Centre was inaugurated in July, 1951 ; it has several Camp correspondents.

Besides Christ Church Cathedral, consecrated in 1892, there are two other places of public worship in Stanley : St. Mary's, the Roman Catholic Church, and the United Free Church which meets in the Tabernacle. Church services are relayed every Sunday evening for

the benefit of Camp listeners. There is a small church at Darwin which is used by visiting ministers.

Stanley has a gymnasium in which cinema shows are given when films can be obtained. Both the gymnasium and the Town Hall are in demand for dancing.

The new Town Hall, built with the assistance of a grant from Colonial Development and Welfare funds, was opened on Empire Day, 1950. It contains a Legislative Council Chamber (also available to the Stanley Town Council), a handsome dance-hall with stage, dressing-rooms and refreshment room, a well-stocked and well-used library, the offices of the Post and Telegraphs Department and the Supreme Court ; it will also provide accommodation for the Museum when the latter is re-established.

The Guild of Weavers, Spinners and Dyers completed its fourth year of existence in 1951. There is also a local branch of the Red Cross and Order of St. John.

Chapter 8 : Legislation

The revision of the laws of the Colony begun in 1947 is nearing completion, the first of the two volumes having been printed.

Chapter 9 : Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court, with the Governor acting as Judge, and a Magistrate's Court in Stanley. A number of the farm managers are Justices of the Peace and as such have power to deal with minor offences. There is a Police Force consisting of a Chief Constable, a police sergeant and five constables. The Chief Constable is also in charge of the gaol and the fire brigade.

Crime is virtually confined to cases of petty theft and damage to property. The total number of crimes dealt with in 1950 was six and in 1951 five. The following is a comparative table for 1949, 1950 and 1951.

	1949	1950	1951
Total number of crimes	17	6	5
Larceny	8	4	3
False Pretences	6	—	—
Breaking and Entering	3	1	2
Sexual Offences	—	1	—
Crimes detected	12	5	2
Percentage detection	70.5	83.3	40.0
Value of property involved	£74	£60	£150
Value of property recovered	£27	£32	£12

Chapter 10 : Public Utilities

A 24-hour electricity supply is available in Stanley. The supply voltage is 230 AC for lighting, heating and small power and 400 AC for large power. The new Diesel Electric Power Station opened on 27th January, 1951, has a maximum output of 550 kilowatts. Distribution is overhead at 3.3. KV and 230-400 volts. The system is 3-phase 4-wire.

In the Camp most of the manager's houses have now their own generators and plans are afoot in several areas to extend the supply of electricity to the Settlements. Some shepherds' houses have self-installed lighting systems with wind-chargers to recharge the batteries.

The water supply in Stanley is barely adequate for the growing needs of the Town. It is brought by pipe-line from a distance of about three miles and storage is available for some 355,000 gallons. The distributing mains serve the whole town but a number of house-holders use rain-water tanks to ensure a supply of clear water for laundering. The piped supply is heavily peat-stained and on slow-drying days, is apt to discolour linen. In the Camp, wells with hand-drawn or windmill pumped water, are in use.

Chapter 11 : Communications

Communication between Stanley and the outside world is effected via Montevideo by the Falkland Islands Company, Limited, with their ship the S.S. *Fitzroy* of 853 gross tons. In 1951 the Company found it necessary to charter a vessel to deal with the increasing cargoes and in the same year arranged for three more to arrive in 1952. It is rare for other vessels to call at Port Stanley, but in the winter of 1951 the R.R.S. *Discovery II* paid a brief visit. The S.V. *John Biscoe* provides occasional communication between Stanley, South Georgia and the Dependencies.

The Government operates a wireless station for external traffic at Stanley. This has recently been extended and a rhombic antenna erected to improve communications with the United Kingdom and Norway. Automatic receiving apparatus is to be installed shortly. Communication is also maintained with the Argentine, Chile and Uruguay as well as with South Georgia, the Antarctic Bases and West Falkland. A re-diffusion service exists in Stanley and its programmes, which include a weekly news-service, are arranged by a local committee, which has recently begun to make good use of the B.B.C. transcription service. The fee for subscribers is £1 per annum and the number of subscribers was 271 in 1950, and 257 in 1951. The number of wireless licences issued was 382 in 1950, and 372 in 1951.

The telegraph charges for messages to the United Kingdom and the Commonwealth are :

<i>Ordinary</i>	<i>L.T.</i>	<i>G.L.T.</i>
1s. per word (minimum 5s. for 5 words)	6d. per word (minimum 5s. for 11 words)	6d. per word (minimum 11s. for 22 words)

and for the last two classes of message 5d. for each additional word. Charges for internal messages are 1d. per word for ordinary and 3d. per word for code messages.

The charge for the air-mail letter service to the United Kingdom and Commonwealth is 1s. for 5 grammes and 6d. for air-letter cards. External ordinary letter postage is 2½d. per ounce, but 3d. to certain foreign countries. Internal postage is 1d. per ounce.

Communications between Stanley and the Camp are provided by float-plane, boat and horse, and some tracked vehicles are in use. There are no roads outside Stanley although there is a motorable track, suitable for the "Jeep" type of vehicle, from Fitzroy to North Arm on the East Falkland. There are no railways and no public transport of any kind. The inter-island service for passengers and mails is carried out by the S.S. *Fitzroy*, and the Government owned vessel *Philomel* and by the Air Service. The last is under the control of the Communications Department which came into being on 1st June, 1951.

A telephone system is maintained in Stanley by Government for general as well as official use. Most of the sheep-stations have their own lines connected to the Stanley system on the East Falkland ; and on the West Falkland the telephones converge on Fox Bay, where there is a Government wireless station for inter-island traffic.

Some farms have private radio transmitters for local use but these have been largely superseded by radio-telephony sets, provided and installed by the Government. Distribution of these commenced in April, 1950, and they have proved extremely useful and popular.

The number of vessels which entered Stanley was 13 in 1950 and 15 in 1951. Tonnage cleared in the two years was 6,285 and 6,379 respectively. These figures consist in the main of repeated entries by the S.S. *Fitzroy*.

PART II

Chapter 1 : Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 53° and 54° South and 57° and 62° West, and are about 300 miles east and slightly to the north of the Straits of Magellan. There are two main islands, the East and West Falkland, divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area as computed from the Admiralty chart is as follows :

	<i>Square miles</i>
East Falkland and adjacent islands . . .	2,580
West Falkland and adjacent islands . . .	2,038
	<hr/>
	4,618
	<hr/>

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly attaining its maximum elevation of 2,315 feet in Mount Adam on the West Falkland. There are no navigable rivers. The entire country is covered with moorland, "white grass" (*Cortaderia hilosa*) predominating, although there are large areas of "diddle-dee" (*empetrum*). There are numerous outcrops of rocks and here and there peculiar "rivers" of angular boulders, known locally as "stone runs," the origin of which is debatable. Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses where vegetables, fruit bushes and, in some places, oats and grass for hay are grown. The soil is mainly peat, but sandy areas occur.

In general appearance the Falklands are bleak and inhospitable to a degree but they can nevertheless look attractive in fine weather and the sunsets are often magnificent.

Trees only exist where they have been planted but there are areas of wild fuchsia (*Chilodendron diffusum*) and, on the West Falkland only, "Box" (*veronica elliptica*) is indigenous. Most of the islands and small coastal areas are clothed luxuriantly in tussock grass (*poa flabellata*) which is excellent food for stock and which has kept more than one ship-wrecked sailor alive.

The capital, Stanley, is situated on a sharply rising hillside forming the southern slope of a harbour entered from Port William, on the east of the group. It has about 1,200 inhabitants. Smaller settlements have been established at the headquarters of the various sheep stations into which the Colony is divided. Of these the most import-

ant is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100. The entire territory outside Stanley is known locally as the "Camp" (*Spanish* : Campo—country-side).

The climate of the Falklands is often deplored. It is cool and windy, and with an average annual temperature of 43°F the Islands are generally colder than any part of the British Isles, though temperatures below 20°F are uncommon, even in mid-winter, because of the maritime exposure. For the same reason summer temperatures seldom exceed 70°F. Warm spells with light winds are infrequent and, when they do occur, are of brief duration. The Islands are exposed to persistent strong winds which accompany fair weather as often as foul. The average wind speed throughout the year is 15 knots and gales develop for at least short periods almost one day in five, with a tendency to be more frequent in summer. Thus the Islands are windier than almost any part of the British Isles except a few exposed coastal areas in the north and west. Precipitation, which is generally light or moderate in intensity, is fairly evenly spread throughout the year but the summers are characterised by fair and very dry spells when north-west winds reach the area after the passage over the Andes. The average rainfall is about 28 inches per year which is rather more than London. The aggregate of bright sunshine, however is almost exactly the same and averages four hours per day over the year.

Chapter 2: Flora and Fauna

The flora and fauna of the islands is interesting but limited. Birds abound on the coasts, but inland large areas of moorland are often practically devoid of them. Some 120 species have been recorded, the most abundant being the penguins, of which four species regularly and five occasionally, breed. Shags of two species are also very common. There are a few kinds of bird peculiar to the islands. There are no indigenous mammals, other than the seals and whales. The Falkland Fox (actually a wild dog) was exterminated many years ago. There are various introduced animals such as the hare and rabbit and on one or two islands Patagonian foxes. On one at least of these islands they have multiplied to such an extent as to be a menace to the sheep flocks. On the same island the wild ponies are almost extinct; elsewhere there are domestic cattle which have gone wild. The English domestic mouse has established itself and curiously enough become an animal of the Camp being found far away from human habitations. The otter is known to have been introduced but is rarely seen. The ubiquitous house-sparrow has arrived in the Falklands and is spreading.

Nearly two hundred species of wild plants have been recorded but in the past two years several other species have been found. The standard work on the flora, Skottsberg's *Botanical Survey* is, therefore, by no means complete.

In an area so sparsely populated as the Falklands visits of unusual birds pass unnoticed and the status of many plants and mammals is obviously difficult to assess. Consequently there is ample opportunity for anyone interested in wild life to contribute to the knowledge of Falkland flora and fauna.

Chapter 3 : History

The honour of first sighting the Falklands is thought to belong to Captain John Davies, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the *Philippines* and the *Coast of Chins*, via Cape Horn, as their destination.

John Jane, the historian of the voyage described the discovery of the islands as follows :

“The Ninth (Aug. 1592) wee had a sore storme, so that wee were constrained to hull, for our sails were not to indure any force. The 14 wee were driven in among certaine Isles never before discovered by any known relation, lying fiftie leagues from the shoare East and Northerly from the Streights ; in which place, unlesse it had pleased God of his wonderfull mercie to have ceases the winde, wee must of necessitie have perished. But the winde shifting to the East, wee directed our course for the Streights, and the 18 of August wee fell with the Cape (Virgin) in a very thick fogge ; and the same night wee ankered ten leagues within the Cape.”

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and calling them “Hawkin's Maidenland” after Queen Elizabeth, and a Dutchman, Sebald Van Weerd, in 1598, appears to have visited some of the out-lying islands, thought to be the *Jasons*, on the north-west coast. They were long named the *Sebaldine Islands* and are so shown on a map hanging in the Secretariat at Port Stanley, bearing a date “about 1790.” The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in *Welfare* between the West and East Falkland and called the passage Falkland Sound. But it does not appear that this name was applied to the group as a whole before 1745.

To historians the islands are known also as “*Les Malouines*” after Viscomte de Bougainville who sailed from the Brittany port of St. Malo ; the Spanish variant is used on the mainland of South America “*Las Islas Malvinas*.”

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on the 15th September, 1763, he called at Montevideo as is still the custom, where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is now known as West Falkland the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines". Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foulweather Jack"), with orders to seek some suitable place for use as a base. He made his landfall at Saunders Island and taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour Port Egmont after the Earl of Egmont, then head of the Admiralty.

On his departure he left Captain MacBride in charge and the latter while circumnavigating the islands was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont, and during 1776 both countries maintained settlements in the Islands. For the next two years much bad feeling was engendered among the three great powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist attempts by either France or Britain to appropriate the islands. After long, and very angry correspondence, the French King consented to withdraw his subjects and it was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, taking possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote :

"I delivered our settlement to the Spaniards who took over possession of it by planting the Spanish colours which were saluted at sunrising and sunset, from the shore and from the ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of the permission ; the rest, with the garrison, embarked on board the Spanish frigates."

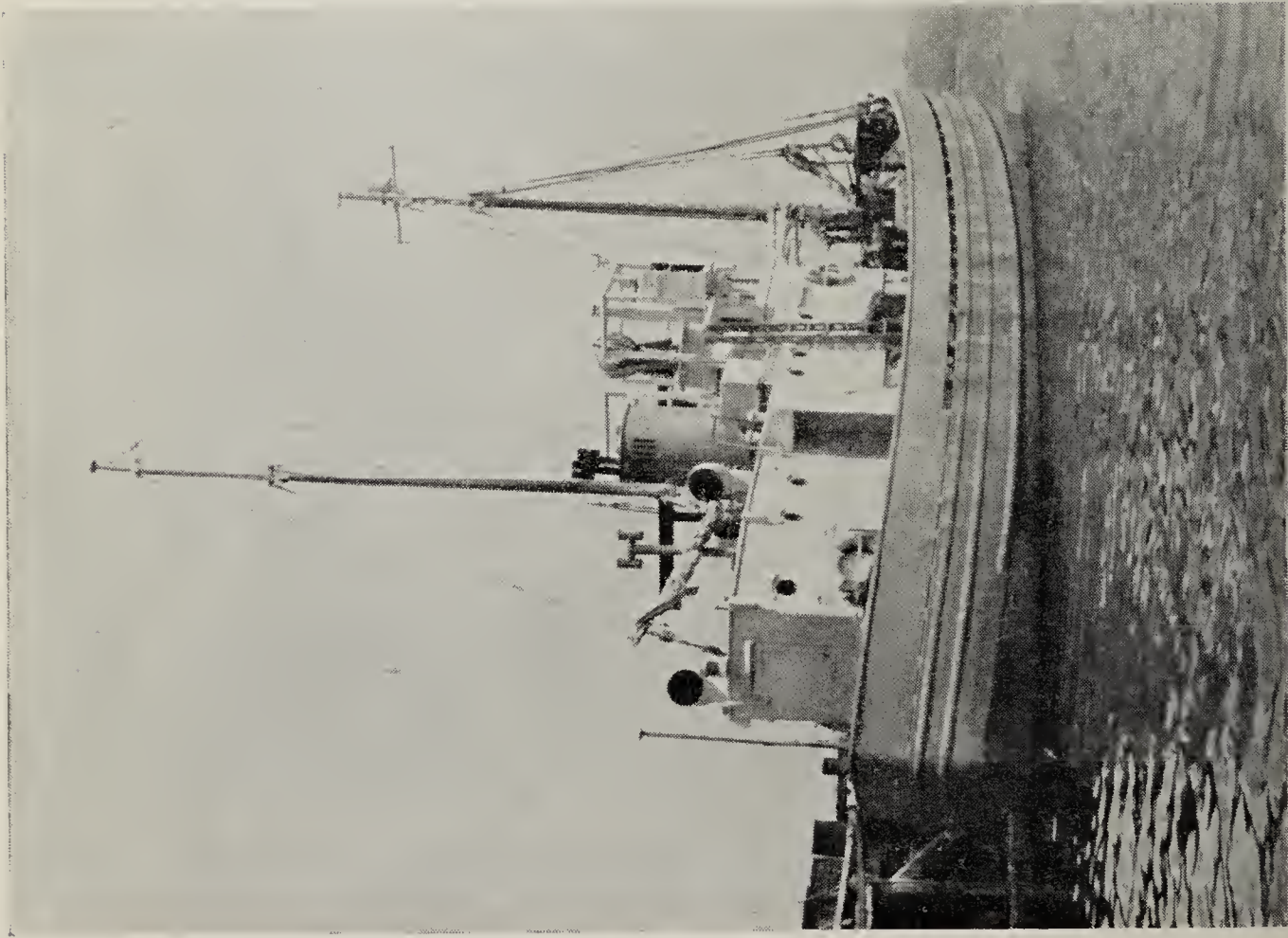
Endeavours to induce the British to withdraw were more protracted, and eventually orders were sent for their expulsion by force. On 4th June, 1770, a Spanish frigate entered Port Egmont and two



GRYTVIKEN STATION, WITH GOVERNMENT
QUARTERS IN BACKGROUND



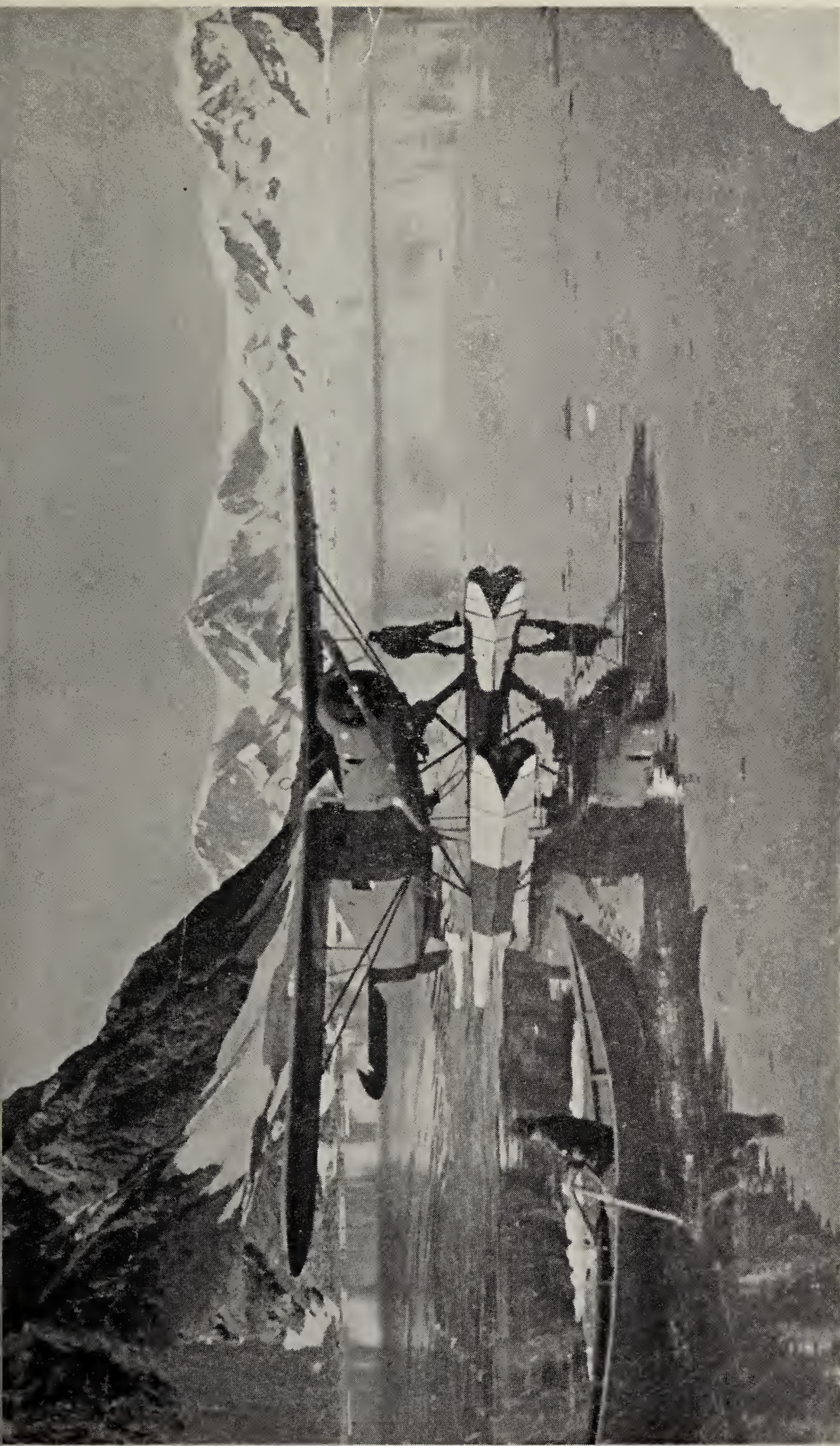
LEITH HARBOUR STATION



THE GOVERNMENT SHIP *PHILOMEL*



METEOROLOGICAL STATION AT
STANLEY. BALLOON ASCENT



THE NORSEMAN AIRCRAFT ARRIVING TO FLY OUT MEN WHO HAD SPENT THREE YEARS
ON STONINGTON ISLAND, THE MOST SOUTHERLY BASE IN THE DEPENDENCIES.



EMPEROR PENGUINS CARRYING EGGS ON FEET



DIGGING OUT TENT ON SLEDGING JOURNEY IN
THE DEPENDENCIES

days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, *Favourite*, and the only fortifications a block-house and a mud battery mounting four 12 pounders. The British captain, playing for time, wrote to the Spanish Commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply, the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter had then no other course but to capitulate, the Spanish troops coming ashore on 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th July, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived for the islands were abandoned by the British in 1774; before they left, a plaque was erected on a blockhouse, with the following inscription:

"BE IT KNOWN TO ALL NATIONS. That Falkland Islands, with this Fort, the Stonehouse, Wharfs, Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the faith, etc. In witness whereof this plate is set up, and His Britanic Majesty's colours left flying as a mark of possession.

by S. W. Clayton,
Commanding Officer at Falkland Islands
A.D. 1774."

While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too, withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours. the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1824 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had resided long in America, had removed to Buenos Aires. Under authority of the Republic of Buenos Aires, he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under the command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with

the object of the mission and given orders to quit ; while consenting to embark his soldiers he kept the Argentine flag flying whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored, and on all holidays.

The year of the establishment of the Colony is marked by a savage crime which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indian convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, Matthew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians assisted by some deserters from vessels who supplied them with firearms, without warning and, so far as is known, for no tangible cause. Brisbane lies buried in the cemetery there and his grave, put in order by Governor Allardyce many years after and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital. After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo ; Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half of East Falkland Island and also in West Falkland Island and carries on business as shipping agents and general merchants in Stanley. In 1849 the small garrison composed of sappers, which had been maintained in the Colony, was replaced by a detachment of Chelsea pensioners. Not many of them remained and in 1858 they were replaced in turn by a garrison of marines, 35 in number and all married. About this time the South American Missionary Society founded a training settlement on Kepple Island for Indians from Tierra del Fuego. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated first Bishop of the Falkland Islands in 1869, came out to Kepple Island as superintendent of the settlement in 1862. In February, 1871, His Royal Highness the Duke of Edinburgh visited

the islands and in January, 1881, Prince (later King) George entered Port William together with his brother Prince Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation ; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start in this direction was made on West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become to all intents and purposes extinct. The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bade farewell to Cradock on the eve of Coronel. Eighth December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

A memorial commemorating this victory was unveiled on 26th February, 1927.

Because of the unsettled state of the world there were no development schemes in progress in 1939. When war was declared the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and the gun-sites, and training of the infantry company was greatly intensified. The Defence Force stood down in 1945.

At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000

officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, including the evacuation of schoolchildren to the Camp, displayed that hospitality which is a characteristic of the Falkland Islands. The force left at the beginning of 1944 and was greatly missed ; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and it was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil man-power needs were a matter for frequent adjustment throughout the war, and although neither was, perhaps, fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which has been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum and certain Government offices. A new Town Hall was opened in 1950.

The roads in Stanley deteriorated on account of the heavy military traffic, for which they were not designed, and their reconstruction which is to commence next year, will be a long and expensive task.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands." Despite limited man power, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

Chapter 4 : Administration

At the head of the Government is the Governor and Commander-in-Chief, who is advised by an Executive Council consisting of three official and two unofficial members. There is also a Legislative Council the composition of which has been described at the beginning of this Report.

Local government is confined to the capital where there is a Town Council ; the Council consists of six elected members and three members nominated by the Governor ; the members of the Council annually elect one of their number as Chairman.

Chapter 5 : Weights and Measures

Imperial weights and measures are used.

Chapter 6 : Newspapers and Periodicals

There is no newspaper or periodical in the Colony. The *Government Gazette* is published monthly.

Chapter 7 : Reading List

ALLARDYCE, Sir W. L. *A Short History of the Falkland Islands*. Letchworth, Garden City Press, 1909.

BAKER, H. A. *Final Report on Geological Investigations in the Falkland Islands, 1920—2*. Stanley, C.S.O., 1924.

BOYSON, V. F. *The Falkland Islands*. Oxford, Clarendon Press, 1924.

BROOKS, C. E. P. *The Climate and Weather of the Falkland Islands*. Stanley, C.S.O., 1923.

COBB, A. F. *Wild Life in the Falkland Islands*. London, Gowans, 1910.

COBB, A. F. *Birds of the Falkland Islands*. London, Witherby, 1933.

- DAVIES, W. *The Grasslands of the Falkland Islands.* Stanley, C.S.O., 1939.
- ELLIS, J. M. *The Falkland Islands : a short notice prepared on the occasion of the Centenary of the Colony.* Stanley, C.S.O., 1933.
- EVANS, H. R. *Plants which have flowered successfully in Gardens of the Falkland Islands.* Stanley, C.S.O., 1944.
- FARRERE, C. AND CHACK, L.P. *La bataille des Falklands.* Oxford University Press, 1928.
- GOEBEL, JULIUS, Jr. *The Struggle for the Falkland Islands.* New Haven, Yale University Press and London, Oxford University Press ; 1927.
- GROUSSAC, Paul. *Les Iles Malouines.* Buenos Aires, 1910.
- McKINNON, L. B. *Some Account of the Falkland Islands.* London, 1840.
- MIDDLETON, Sir J., K.C.M.G., K.B.E., *Memorandum on the Sheep farming industry in the Falkland Islands.* Stanley, C.S.O., 1924.
- MONRO, HUGH. *Report of an Investigation into the Conditions and Practice of Sheep-farming in the Falkland Islands.* Stanley, C.S.O., 1924.
- PENROSE, BERNARD. *An account of the Last Expedition to Port Egmont.* 1775.
- SKOTTSBERG, C. *A Botanical Survey of the Falkland Islands.* Uppsala, 1913.
- VALLENTIN, E. F. *Illustrations of the Flowering Plants and Ferns of the Falkland Islands.* London, Reeve, 1921.
- WHITTINGTON, G. T. *The Falkland Islands.* London, 1840.

(B) THE DEPENDENCIES*

PART I

Chapter 1 : Population

The population of South Georgia comprises [the workers at the whaling factories and a handful of Government servants at Grytviken (King Edward Cove) in Cumberland Bay. During the summer some 1,400 men are present, but in the winter the total declines to less than half. There are only two women on the island. During 1950 2 deaths occurred and none in 1951. There were no births or marriages in either year.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and, to a small extent, sealing, with the necessary auxiliaries of repair shops, etc., are the only occupations in South Georgia. Labour is recruited overseas, mainly in Norway and the United Kingdom, on special terms adopted by the whole whaling industry. Details of the terms can be found annually in the *Norwegian Whaling Gazette*.

Some 1,400 men are employed during the season—October to April—working about 60 hours per week. During the remainder of the year the number falls to some 600 to 700 and the average number of hours per week to 46. Sealing operations are conducted only from Grytviken.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and, besides wages and bonuses, all hands are provided with quarters, light and food, which although plain is good and plentiful. As all foodstuffs are provided by the companies, no question of a cost-of-living award arises. There are no shops or private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

* There were errors in certain statistics in the Reports for 1948 and 1949 which have been corrected in the following pages.

Chapter 3 : Public Finance and Taxation

Revenue in 1950-51 amounted to £195,137 over half of which can be attributed to export taxes on whale and seal products £76,017, and income and companies tax £45,535, Expenditure in 1950-51 was £200,097.

Figures of revenue and expenditure from 1947 to 1951-52 :

	<i>Revenue</i>	<i>Expenditure</i>
	£	£
1947	38,899	64,212
1948	225,807	92,306
1949	218,917	200,775
1950 (for six months to 30th June)*	75,388	89,685
1950-51*	195,137	200,697
1951-52 (Revised Estimate)	159,454	187,154

As from 1st October, 1948, the accounts of the Dependencies were separated from those of the Colony.

The general revenue balance at 30th June, 1951, was £91,279.

For Taxation, see under the Colony.

* The financial year was altered in 1950 to run from 1st July to 30th June.

Chapter 4 : Banking and Currency

There are no banks but facilities are provided by the Administration for deposit in the Government Savings Bank or for remittances overseas.

The legal tender is British coinage and Falkland Islands £5, £1 and 10s. notes.

Chapter 5 : Commerce

Except for a certain amount of whale meat and fish, all the Dependencies' requirements of foodstuffs are imported. The value of imports and exports for the past five years was :

IMPORTS

(Including imports from the High Seas (pelagic whaling) for re-export)

	1947	1948	1949	1950	1951*
	£	£	£	£	£
Raw Materials	401,530	523,463	707,455	5,333,849	1,091,320
Mainly manu- factured	272,131	1,421,987	868,785	119,253	1,573,131
Food, Drink and Tobacco	111,385	97,715	127,654	150,428	199,572
Miscellaneous	851	170	—	763	1,723
	<hr/> £785,897	<hr/> 2,043,335	<hr/> 1,703,894	<hr/> 5,934,293	<hr/> 2,865,746

Total imports from the High Seas were £4,422,736 in 1950 and £657,420 in 1951*

IMPORTS

Percentages, including imports from the High Seas for re-export.

	1947	1948	1949	1950	1951*
Foreign Countries	76.75	36.24	54.60	19.63	50.93
British Commonwealth	23.25	14.06	17.95	5.85	26.12
High Seas	—	49.70	27.45	74.52	22.95

PRINCIPAL SUPPLYING COUNTRIES

	1947	1948	1949	1950	1951*
	£	£	£	£	£
United Kingdom	182,301	274,736	295,781	334,165	749,145
Argentina	50,427	45,424	50,552	88,530	10,527
Cape Verde Islands	—	—	—	—	92,266
Dutch West Indies	291,744	392,896	239,835	363,586	842,458
Norway	105,588	210,177	250,821	185,215	293,472
Saudi Arabia	—	—	65,680	231,000	—
U.S.A.	—	2,542	—	90,125	—
Uruguay	91,468	26,413	6,140	40,207	115,340
Venezuela	—	—	311,304	78,904	40,976
High Seas	—	1,015,575	466,640	4,422,736	657,420

* All 1951 figures are estimates.

PRINCIPAL IMPORTS

	1949 £	1950 £	1951* £	<i>Principal Supplying Countries, 1951</i>
Coal, coke and fuel and lubricat- ing oil .	765,176	877,413	995,816	Dutch West Indies, £842,458.
Food, drink and tobacco .	127,654	150,428	199,572	U.K. £132,811, Nor- way, £36,502.
Bags and Bagging	19,888	21,472	102,400	U.K. £90,020.
Hardware .	280,104	243,422	651,264	U.K. £415,484 Nor- way, £165,023.
Canvas and Rope	38,694	59,897	86,472	U.K. £80,026.
Paints and Oils .	22,676	10,882	31,960	U.K. £29,069.

TOTAL EXPORTS

	1947 £	1948 £	1949 £	1950 £	1951* £
Whale Oil .	1,592,519	3,263,434	2,993,753	5,882,463	3,204,601
Whale Meat Meal .	136,393	264,274	268,117	396,373	82,846
Other Articles .	75,940	43,854	24,864	297,510	283,186
Guano .	72,625	116,639	128,024	—	103,396
Seal Oil .	69,921	212,002	189,726	—	17,460
Whale Bone .	2,094	—	—	—	—
Concentrated Protein .	—	—	—	—	22,558
Total Exports (Including re- exports) .	1,949,492	3,900,203	3,084,774	6,576,346	3,614,047

RE-EXPORTS

	1947 £	1948 £	1949 £	1950 £	1951* £
Whale Oil .	35,000	839,520	697,460	3,957,351	791,400
Other Articles .	71,127	17,251	10,000	303,363	225,778
Total re-Ex- ports .	106,127	856,771	707,460	4,260,714	1,017,178

* All 1951 figures are estimates.

DOMESTIC EXPORTS

		1949	1950	1951*
Whale Oil	. barrels .	169,203	149,192	150,537
Whale Meat Meal	. lb. .	14,232,960	34,357,134	20,689,640
Guano	. cwt. .	64,080	—	—
Seal Oil	. barrels .	13,358	—	13,906
Whale Bone	. cwt. .	—	—	—
Concentrated Protein	lb. .	—	—	1,752,080

RE-EXPORTS

		1949	1950	1951*
Whale Oil	. barrels .	58,814	303,400	42,085

TOTAL EXPORTS

Distribution by Percentages

	1947	1948	1949	1950	1951*
British Commonwealth	64.64	54.88	84.60	96.31	70.91
Foreign Countries	35.36	35.11	15.38	1.34	23.37
High Seas	—	10.01	0.02	2.34	5.72

TOTAL EXPORTS

Principal Destinations.

	1947	1948	1949	1950	1951*
	£	£	£	£	£
United Kingdom	1,219,924	2,140,928	3,059,049	6,333,707	2,697,123
Argentina	8,452	—	820	77,575	—
Denmark	39,213	375,290	—	—	—
Norway	594,592	952,733	458,752	—	880,780
Uruguay	33,364	40,641	—	10,816	—
High Seas	53,587	390,611	95,200	154,248	217,134

* All 1951 figures are estimates.

Chapter 6.: Production

Whaling and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat meal and guano, are the sole products. The whaling season lasts for six months, October to April, and sealing is carried on from September to the end of October and from early March to early April. For the primary purpose of assisting whaling operations, the Government has, since 1st January, 1950, maintained a meteorological station in South Georgia, and in 1951 there were four other stations (five in 1950) in other parts

of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

W H A L I N G

There are three land whaling stations, all in South Georgia, and a ship repair base with a new dry-dock at Stromness. The average price of first quality whale oil was £120 per ton in 1950 and £110 in 1951.

In the 1949-50 season 3,356 whales were killed giving 148,166 barrels of oil worth £1,858,544. Bags of guano (bone meal) totalled 144,346 worth £355,157. In the 1950-51 season the number of whales taken was 2,817 and 152,001 barrels of oil were produced realising £2,555,840. Guano production in the same season was 126,091 bags worth £307,519.

The following table shows the catch and production of whales for the past five seasons :

					<i>Number of Whales</i>	<i>Oil (Barrels)</i>	<i>Guano (Bags)</i>
1946-47	.	.	.	.	2,550	144,386	129,151
1947-48	.	.	.	.	2,949	163,651	137,173
1948-49	.	.	.	.	2,941	172,290	141,021
1949-50	.	.	.	.	3,356	148,166	144,346
1950-51	.	.	.	.	2,817	152,001	126,091

S E A L I N G

This is confined to the surplus males of the immense herd of elephant seals (*Mirounga leonina*) which, with the wholehearted co-operation of the sealers, has been carefully guarded by the Administration and in accordance with a report submitted by the Falkland Islands Dependencies Survey biologist, the annual catch will be restricted to 6,000 for the next five years. Sealing is carried out under a licence, and the coasts of South Georgia are divided into four regions of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons have been :

			<i>Seals</i>	<i>Oil (Barrels)</i>	<i>Average per Seal (Barrels)</i>
1947	.	.	6,000	11,994	1.999
1948	.	.	7,500	15,093	2.012
1949	.	.	6,876	13,358	1.942
1950	.	.	6,951	13,035	1.088
1951	.	.	7,877	14,608	1.855

Chapter 7 : Social Services

EDUCATION

There were two children in South Georgia in 1950 and three in 1951; there are no educational facilities.

HEALTH

There is little or no sickness in the Dependencies, apart from the common cold introduced by visiting ships. Accidents among the whaling crews are common.

The whaling companies have their own doctors, and each has a sick-bay, the Government contributing a share of the salary of the Medical Officer at Grytviken. Plans have been drawn up for a Government hospital but the response from the companies has not been encouraging.

HOUSING

Government officials are well housed and the accommodation provided by the whaling companies for the men working on the stations is adequate.

SOCIAL WELFARE

Each of the whaling companies has its own cinema. Football is popular in summer and skiing in winter.

Chapter 8 : Justice, Police and Prisons

The Administrative Officer who is also Magistrate sits at Grytviken in a court of first instance and the Supreme Court at Stanley is common to all the Dependencies. One constable is stationed at South Georgia. No cases of serious crime came before the courts during the years 1950 and 1951.

Chapter 9 : Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 10: Communications and Transport

There is no regular sea communication between South Georgia and Port Stanley, but opportunity occurs from time to time during the whaling season for the carriage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and on the return journey in March.

During the course of her tours of the Dependencies the *John Biscoe*, the Falkland Islands Dependencies Survey vessel, visits South Georgia at least twice. Communications with the other Dependencies is maintained by the same ship whose primary purpose is to relieve and supply the Antarctic bases.

Post offices are maintained at South Georgia and at each of the Survey Bases. Because of the enthusiasm of philatelists the sale of stamps is out of all proportion to the population and is a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

No roads or railways exist in the Dependencies. Three floating docks are maintained at South Georgia by the whaling companies, one at Grytviken and two at Stromness Harbour. In the past two years a dry dock has been constructed at Stromness capable of taking vessels up to 1,000 tons. The floating dock at Grytviken is 133 feet long and has a breadth of 34 feet and a lifting capacity of 600 tons. It is capable of taking vessels up to 140 feet in length and drawing 15 feet 6 inches. The larger Stromness dock is 150 feet long and 34 feet wide, it will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1950 and 1951 :

<i>Nationality</i>	1950		1951	
	<i>Vessels</i>	<i>Tonnage</i>	<i>Vessels</i>	<i>Tonnage</i>
British . .	74	108,915	67	135,803
Foreign . .	33	52,133	15	36,175

The installation of lights at Deception Island and radio beacons at South Georgia is mentioned in the Review at the commencement of this Report.

Chapter 11 : Falkland Islands Dependencies Survey

The S.V. *John Biscoe* (Cdr. H. J. Kirkwood, D.S.C., R.N.) left Port Stanley on her first Southern voyage of the 1949-50 season on 26th November. She carried on this occasion, in addition to her normal complement, two pilots and ground crew from the R.A.F. and R.C.A.F. and—crated upon her deck—a Norseman and an Auster float plane. She sailed in company with the R.F.A. *Gold Ranger* (Captain Parker) which had been loaned by the Admiralty to take down aviation spirit for the aircraft and gas oil for the Bases. Both vessels experienced difficulty in negotiating pack-ice in the Boyd Strait and it took them seven days for the voyage to Deception Island which normally takes three. Neither vessel suffered any damage but accumulation of ice in Whalers Bay hampered unloading. A more unexpected contretemps was the development of measles by one of *John Biscoe's* crew which soon spread and seriously disturbed the ship's routine ; this was the subject of a most amusing 4th Leader in *The Times*.

The task of immediate importance was the relief of Base " E " (Stonington Island, Marguerite Bay) where four members of the Survey—two of them reported to be in poor health and causing anxiety—had already spent three winters owing to the ship's inability to relieve the Base in 1948-49 (see previous report). The experts had prophesied as bad an ice season, if not worse, for 1949-50, so that it was necessary to provide for evacuation by plane. Thus, while the *John Biscoe* carried on with her routine replenishment of the northern Bases all hands at Deception were busily engaged on the assembly of the aircraft ; as no facilities of any sort were available, this work had to be undertaken on an exposed beach in very low temperatures and frequently impeded by bad weather. It is a tribute to all concerned that both planes were airborne by the end of December and they escorted the *John Biscoe* into Harbour when the Governor arrived in her on 20th January, 1950, to conduct the relief. The plans for this having been unanimously agreed and a reconnaissance to the Argentine Islands (Base " F ") having been carried out the ship moved on to Port Lockroy which, unused in the previous year, was re-opened so that it could serve as an intermediate fuelling station for the air operations ; she was joined here by the Auster and after the Base had been set up and a fuel depot had been laid, both moved on to the Argentine Islands where they were joined by the Norseman. As reported by the latter on her reconnaissance, ice-conditions south of the Base appeared to present an impenetrable barrier and it was decided, therefore, to commence evacuation by air ; the distance to be covered was approximately 220 miles and the plane had to carry sufficient petrol to be able to turn back again if unable to touch down at the Base. The charts

were unreliable and flying conditions entirely undependable. The first of the two third-winter men was flown out on 30th January, 1950, and three others with maps, records, two Emperor penguins and the personal kit of this party were lifted on 6th February. Some improvement in conditions appearing possible and it being most desirable to get all valuable equipment and some, at least, of the dogs away it was decided to try and get through with the ship which set course for Marguerite Bay on the following afternoon and after some hazardous hours in the Bismark Strait she won through into more or less open waters and, after negotiating a belt of heavy floes across the approaches to the bay, she arrived at Nene Fjord in the early hours of 10th February. Two days sufficed to load the stores which were already packed, to leave the Base secure and tidy and to embark the remaining men and some 36 dogs. The relief was complete. Cdr. Kirkwood received the O.B.E. for his services in connection with this relief, and generally ; Pilot Officer P. St. Louis (R.C.A.F.) the M.B.E., and Sergeants Bodys and Hunt (R.A.F.) the B.E.M.

Some progress has been made with Hydrographic Survey during the year, and at Base "H" (Signy Island) the Survey's biologist had completed his investigations of the Elephant Seal. A Scientific Bureau charged with the duty of preparing and presenting for publication the considerable volume of scientific data and reports accumulated by the Survey since 1943-44 was set up under a grant from Colonial Development and Welfare funds and Dr. V. E. Fuchs, upon the recommendation of the Governor, was appointed as its Director. 40 huskies were presented to the Anglo-Norwegian-Swedish Expedition and were shipped to England where, unfortunately, some of them were afflicted with "hard-pad" disease. The closing of Base "E"—by intent—and Base "D" voluntary—made it possible to devote some time and attention to a very necessary overhauling of the administrative side of the Survey and, equally necessary, of its financial machinery.

The year brought with it the termination of the secondment of Cdr. Kirkwood who had done so much to improve the spirit and efficiency of the S.V. *John Biscoe* and in October, 1950, the ship sailed south once more under the command of Captain Johnson.

The 1950-51 season was uneventful, reliefs were carried out without incident ; further, if limited progress was made with the Hydrographic Survey and substantial improvement effected in the Meteorological Service thanks mainly to the co-operation of the Director of the Meteorological Service in the Air Ministry, through whose good offices personnel are now seconded to F.I.D.S. from the Ministry. This, amongst other things, enabled the Survey to meet the wishes of the whaling community at South Georgia in setting up a Forecasting Service there. The former Secretary of F.I.D.S. (Major K. S. Pierce-Butler) was appointed as Administrative Officer and Magistrate, South Georgia, and was himself succeeded in the Office of Secretary by Mr. F. K. Elliott, former Base Leader at Hope Bay. Mr. R. M. Laws, the F.I.D.S. biologist, transferred his seal investigations to a

wider field at South Georgia and Dr. W. J. Sladen concluded a detailed investigation into the Adelie penguins at Signy Island ; he was also able to do some sound recording to support his cinema record. Two teams of huskies were presented to the Festival of Britain and financial support was given to an expedition organised by Mr. D. Carse, destined for work in South Georgia. Further and satisfactory progress was made in improving the administrative and financial control of the Survey and a generous contribution to the cost of its activities was made by Her Majesty's Government.

Preparations were made for the re-opening of Hope Bay in the ensuing season.

PART II

Chapter 1 : Geography

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys and the South Sandwich Islands, and the other of the South Shetlands with Grahamland. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March, 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in $54\frac{1}{2}^{\circ}$ south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911, and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly well charted. Although South Georgia is little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925, one of the giant columns in the entrance to the harbour disappeared. Again, in the season 1928-29 several earth-

quake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam they emitted. Volcanic activity has been observed in the South Sandwich group.

Chapter 2 : Flora and Fauna

As has been mentioned at the beginning of this Report the flora and fauna of the Dependencies have received much attention from members of the Falkland Islands Dependencies Survey and some very valuable work has been done, especially with seals and penguins. The islands and coasts are rich in bird life and of the biology of many of the species we know little ; much remains to be done. Collections of plants have been made and some marine collecting done, and a large number of birds have been ringed.

Chapter 3 : History

South Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain Powell of the British ship *Dove*, who landed on Coronation Island on 7th December, 1821, and took possession of the group in the name of King George IV. The South Shetlands were discovered by W. Smith, who landed and took possession in 1819, and they were examined by Captain Bransfield in 1829. Captain Bransfield also discovered Grahamland, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820—21 and 1821—22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822—24 these animals were almost extinct. A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish Expedition under Dr. W. S. Bruce, and with the assent of the Government was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

Later history is mainly concerned with the whaling industry.

From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration, but the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

There was also a leasehold land station at Signy Island, South Orkneys, which operated from 1920 to 1923. The station, however, was not a success and in 1923 the company was granted permission to operate under licence with a floating factory and catchers. Operations were continued on this base up to and including the season of 1930-31.

Whaling activities at South Georgia were reduced to one station in 1932-33 as a result of the depression in the oil market caused by over-production due to increased pelagic whaling. Two companies operated from 1933-34 to 1939-40 and also in 1941-42. Owing to the war one station only was worked in each of the seasons 1940-41, 1942-43, 1943-44 and 1944-45. Three companies commenced operating in the season 1945-46 and have continued to do so each year since that date.

Chapter 4 : Administration

The Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia ; in fact, there are no communities besides the whaling stations which are run by the managers on behalf of the several companies owning them.

In the Dependencies other than South Georgia, there is a magistrate at each of the posts maintained by the Falkland Islands Dependencies Survey, who is one of the members of the survey party.

Chapter 5 : Weights and Measures

Imperial and Metric weights and measures are in general use.

Chapter 6 : Reading List

- BAGSHAWE, T. W. *Two men in the Antarctic*. Cambridge University Press, 1939.
- BELLINGSHAUSEN, THADDEUS. *The Voyage of Captain Bellingshausen to the Antarctic Seas, 1819-1821*. Edited by Frank Debenham. London, Hakluyt Society, 1945.
- BENNETT, A. G. *Whaling in the Antarctic*. London, Blackwood, 1931.
- BERNACCHI, L. C. *Saga of the "Discovery."* London, Blackie, 1938.
- BRITISH GRAHAM LAND EXPEDITION, 1934-37. *Scientific Reports*. London, British Museum, 1940-41.
- BROWN, R. W. RUDMORE. *A Naturalist at the Poles*. London, Seeley, Service, 1923.
- CHARCOT, J. B. *The Voyage of the "Why Not ? in the Antarctic. A Journal of the Second French South Polar Expedition, 1908-10*. London, Hodder and Stoughton, 1911.
- CHRISTIE, E. W. HUNTER. *The Antarctic Problem*. London, Allen and Unwin, 1951.
- COOK, F. A. *Through the first Antarctic Night*. London, Heinemann, 1900.
- DAUTERT, ERICH. *Big Game in Antarctica*. London, Arrowsmith, 1935.
- DISCOVERY COMMITTEE. *The Discovery Reports, Vols. I-XXIV*. Cambridge University Press, 1929-47.
- DE GERLACHE. *Quinze Mois dans l'Antarctique*. Brussels, 1902.
- HAYES, J. G. *Antarctica : a treatise on the Southern Continent*. London, Richards Press, 1928.
- HAYES, J. G. *The Conquest of the South Pole*. London, Thornton Butterworth, 1932.
- JAMES, DAVID. *That Frozen Land*. London, Falcon Press, 1949.
- MATTHEWS, L. HARRISON. *South Georgia : the British Empire's Subantarctic Outpost*. London, Simpkin Marshall, 1931.
- MURPHY, ROBERT CUSHMAN. *Log-book for Grace*. London, Hale, 1948.
- MURPHY, ROBERT CUSHMAN. *Oceanic Birds of South America*. London, Macmillan, 1936.
- NORDENSKJOLD, N. O. G. AND ANDERSON, J. G. *Antarctica*. London, Hurst and Blackett, 1905.

- OMMANNEY, F. D. *South Latitudes*. London, Longmans Green, 1938.
- OWEN, RUSSEL. *The Antarctic Ocean*. London, Museum Press, 1948.
- PEASE, FRANCIS K. *To the ends of the Earth*. London, Hurst and Blackett, 1935.
- PIRIE, J. H. HARVEY, MOSSMAN, L.C., AND BROWN, R. W. RUDMORE. *The Voyage of the Scotia. The Story of the Scottish Antarctic Expedition*. Edinburgh, Blackwood, 1906.
- RANKIN, NIALL. *Antarctic Isle*. London, Collins, 1951.
- RYMILL, JOHN. *Southern Lights. Official account of the British Grahamland Expedition*. London, Chatto and Windus, 1938.
- SAUNDERS, A. *A Camera in Antarctica*. Winchester Publications, 1950.
- SHACKLETON, SIR ERNEST. *South : the Story of Shackleton's Last Expedition, 1914-17*. London, Heinemann, 1919.
- VILLIERS, A. J. *Whaling in the Frozen South*. New York, Bobbs-Merrell, 1925.
- WEDDELL, JAMES. *A Voyage towards the South Pole performed in the years 1822-24, containing an examination of the Antarctic to The Seventy-fourth degree of latitude*. London, 1825.
- WILD, FRANK. *Shackleton's Last Voyage*. London, Cassell, 1923.

*Printed in Great Britain under the authority of Her Majesty's Stationery Office
by Hugh Evans and Sons, Ltd., Liverpool.*

APPENDIX

Colonial Development and Welfare schemes in operation in the Colony and Dependencies.

<i>Title of Scheme.</i>	<i>No.</i>	<i>Expenditure to end of 1951.</i>		
		<i>D. & W. sources</i>	<i>C. sources</i>	<i>Total</i>
		£	£	£
Town Hall	D.959	16,350	19,989	36,339
M. V. Philomel	D.956	14,500	—	14,500
King Edward Memorial Hospital	D.780	35,000	1,586	36,580
Infant School	D.1072	5,169	—	5,169
Camp Education	D.970	5,124	—	5,124
Power Station and Plant	D.1130	10,236	—	10,236
Scientific Bureau, Falkland Islands Dependencies Survey	R.312	} 3,243	—	3,243
F.I.D.S. Publications	R.312-A			

OVERSEA EDUCATION

A QUARTERLY JOURNAL OF
EDUCATIONAL EXPERIMENT
AND RESEARCH IN TROPICAL
AND SUBTROPICAL AREAS

EACH issue contains articles and notes on the fascinating educational problems which are being solved by British teachers in the tropics, with reviews of new publications.

Four pages of illustrations are included in each number.

ONE SHILLING AND SIXPENCE PER COPY

(By post 1s. 8d.)

Annual Subscription 6s. 6d. including postage

Obtainable from

H.M. STATIONERY OFFICE

*at the addresses on cover page 3 or
through any bookseller.*

